The Marker Lamp

Volume 52 **Number 2** **Spring 2006**

While you won't see this in San Antonio, you will see many Great Layouts to visit and operate on.

Make Plans NOW!!!

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The Marker Lamp

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The Lone Star Region of The
National Model
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President's Message

by Jerry Schoenberg, MMR

Hi Fellow Model Railroaders,

This is a special *Marker Lamp* for me and, hopefully, also for you. As you know, belonging to the NMRA now automatically makes us all a member of the Lone Star Region. This means that we do not receive dues to pay for the *Marker Lamp*, but do have the ability to charge a subscription fee. This created a concern for me as many members might elect not to purchase the subscription. Also, those not belonging to the Region in the past would likely not start a new subscription. For this reason, your Board has elected to stop the fee for the *Marker Lamp* and provide it to all Lone Star Region members. It is hoped that we can receive enough increased income to break even financially via additional attendance at the annual regional conventions. This new policy is in keeping with one of our agreed to objectives: keeping our membership informed on Region activities.

This is also a special *Marker Lamp* because it is the last one prior to our annual regional convention to be held in San Antonio this June. I have been very impressed with the efforts, Division 6 is making for us, and I am sure you will really enjoy the fruits of their labor in the Alamo City on June 1st.

I would like to take this opportunity to thank all our great volunteers. Did you ever stop and think how much less our hobby would be without the volunteer efforts of us all? Yes, All! I don't think I have ever run into a model railroader who was not willing to volunteer his or her time and talent. We all help with the area of expertise we have. It may be helping to set up an operating session, wiring a double crossover, weathering a building, or demonstrating a scenery technique. A good example of this attitude is the Louisiana Rail Run. Members of Division 2 have put together operating sessions at four (4) great railroads and invited members from throughout the Region to attend. Similarly, it is fairly common for members to meet with fellow modelers to run trains during business and vacation trips. Hobbies don't get much better than that. A special thanks to our Board of Directors and Department Chairs. As you may know, they provide their own transportation, food and lodging when attending meetings as well as their expertise. This is done for the good of our Region and maybe a certificate to hang on the wall.

The Board of Directors met for a needed mid-year meeting in January and was successful in completing action on an ambitious twenty one items. Among those were agreement on our present term objectives.
Broadly, they are:

1. Junior Membership and youth related activities
2. NMRA/LSR membership
3. Convention attendance
4. Membership communication
5. Stable LSR net worth
6. LSR volunteer recognition and motivation
7. Distribution of "old" memorial cars

Each of these areas received excellent discussions and many areas of action. The minutes will provide you with an overview of the meeting efforts.

Last, but not least, I urge you to sign up for our regional convention if you have not done so already. When you check the Lone Star Region website, you will see that "Tracks to the Alamo" has something for everyone, not to mention all the great friendships you will make or renew.

See you there,
Jerry

View from the Spar Pole

By Chuck Lind, MMR

Summer is almost upon us, which means many activities for us model railroaders. As the weather gets to hot on the outside many of us head to the train room for some relief. While this is a little backwards from our northern neighbors it seems to work for us down here.

Summer is also a time that the conventions seem to move into high gear. The Lone Star Region looks to be a great convention in San Antonio in June. As a logging ,modeler I am looking foward to visiting the Iron Head Timer Company layout of the late Bob Clarke. If you have been following the web site and the newsletter you know that they have many exciting things in store for us this year. The National NMRA convention is being held in Philadelphia, PA from July 2-8 which is always a great convention. They have some of the best clinics along with a very large trade show where you can see all the latest models that are a must have for your home layout. Speaking of the National, Jerry when will it be in Texas again? It has been in Texas only twice in 70+ years and both times in Houston. If you are of the Narrow Minded persuasions, like your editor, the convention will be held in Durango, CO August 22-26 in conjunction with Rail Fest.

For those of you that have never been to a convention, region or national, you might be asking what's in it for me? While I can't speak for everyone, I will tell you what I get out of it. The chance to see many old friends and hopefully meet some new ones. With today's busy schedules sometimes this is my only chance to see these old friends. The other is to go and get new ideas from some of the excellent clinics. If I leave the convention with just one new idea, then the convention has been a success. I also go to get ideas for some future modeling projects. The clinics and the Contest Room are a couple of the places where you can leave with several good ideas to add to your to do list. Be sure and bring that latest model or photo to enter in the contest, you may be able to bring home some wall decoration for the train room.

After 3-4 days of living and breathing railroads you tend to get your batteries recharged and come back ready to take on the next big project.

MASTERING MODELING
CLINICS HOW TO GIVE A GOOD PRESENTATION

by MMR's Tracy and Terry Mitchell

Many of you out there have been talking to us lately about how well presented our clinics are. We hear comments like our presentations are so professional. Or, "Y'all don't look nervous... How do you do that?" We decided to give you a little insight as to how we put together a presentation. Bear in mind these tips work for us, they might not for you.

The first question we are going to answer is... How did you get involved in giving clinics? We never asked to do the first clinic. In fact when we first started in this hobby giving clinics would have been way down on the list of things we wanted to accomplish. Now, this is one of the most enjoyable aspects of the hobby for us. We weren't in the hobby very long when we were asked by Bob Dannenbrink to give a presentation on "How we do so well in the contest room". We declined at first only because we had never given one, but after a little soul searching we agreed to do this. Bear in mind, we had watched many clinics, both good and bad. We knew what worked and what didn't. After we gave the clinic we decided it wasn't that bad or that hard to put together. So from that point on if we were ever asked to do a clinic again we would. Miraculously, the offers kept coming in. So this is how we put a clinic together and present it.

First there are clinics on all subjects and in several styles or components of each style. Basically they can be broken into three types of clinics on two different subjects. These are Visual Presentations, How To's, and Hands On. The subjects can be modeling or prototype. The clinic can have aspects of all three types and can have several subjects. But the ones that worked best for us are one type on one subject. Others can do well showing slides and model demonstrations in the same clinic, we can't.

So how do you put one together? First off, have a theme. Whether it be scratch building with wood, decaling, building a kit etc. We always like to start out with an idea on paper and work from there. We start with a flow sheet, just some notes on what we want to start and end up with. From there, we develop an outline. Outlines are good, you just put down a flow pattern of what you want to talk about. They don't have to be complete sentences, phrases are all you need. On the outline, it also helps to show in large red text the item you want to show off. Our biggest problem with giving a clinic is we have so much to show and we both get talking, one thing leads to another and we never show the item we want to show. By the way, an outline also works well when you want to write an article about something. You can even submit it to The Marker Lamp.

The first type we are going to discuss is the "How to". We have presented more of this type than any of the others. Keep in mind, they are the hardest to put together. How To's are just that... this is where you show "How To" specifically do one or many modeling techniques. These are the most rewarding for us, both as a presenter and as an attendee. It is really satisfying to look out in the audience and see the 'Eyes of wonderment" staring back at you. Occasionally there are the "Eyes of Bewilderment" too, but we will not talk about those.

How To's can best be described like watching a cooking show on TV. When you watch these programs notice the chef has all the ingredients on a tray. They prepare some things, then they mix the ingredients and for the purpose of time they put the dish in an oven then they remove a cooked dish from a different oven. That is what you want to do in giving a How To clinic. Start by showing the ingredients then prepare the dish and show the final product.

For example if you are talking about working with wood, start by describing the tools you use to cut with. Then go into the adhesives, and even talk about the lumber used. Like the cooking show, these are the ingredients. Somewhere in the middle you want to get into the "Meat" of the topic. We also like to have a real eye opener at the end. Also it helps to have models showing what you are trying to convey. Even better, is making model mock-ups such as walls together or window holes to be cut out. This is like mixing the ingredients. Anything that can be done easily with little amount of time works well in a How To. Avoid elaborate techniques in a How To that can take forever or worse not work. Remember most clinics are held in a meeting room in the hotel, not at your home workbench with excellent lighting. Finally, you pull the finished model out of the oven. Wait a minute; you show the model that was built using the techniques presented.

The next type is the Visual Presentation. These can be done with slides, film or the new way is with a power point presentation. This type of clinic lends itself better to a prototype than model. Because of the time factor, the hardest part of this type of clinic is to figure out what to show and what not to. These take time to prepare, because you have to look at each photo and decide where it should go [if at all] and what you want to say about the photo. It is always a good idea to have a script describing each photo and what you plan to say. This goes back to the outline from before.

The final type of clinic is called the "Hands On" or another way to put it, the "Make and Take" clinic. These allow the attendee to actually do the work and when they are done they get to take the finished project home. These don't take as long to prepare, but take longer to do in the actual clinic. Tracy has done a couple of these types with Chuck Lind and plans on doing others. This type allows you, the clinician to teach someone your modeling techniques. This type is more rewarding because you have the one-on-one and you get to see the pride on the faces of the attendees when they accomplish the technique you are showing them.

Here are some of the things that make clinics enjoyable;

HUMOR - The best clinics are the ones that add a little humor. Clinics should not resemble a college lecture, IE: all boring. But by the same token you don't want it to so funny that your topic gets overlooked or not taken seriously

BE PREPARED - There is nothing as bad as an unprepared clinic. We have seen many. Once at a National NG convention the clinician had slides upside down and backwards. The clinician at one point looked at a slide and actually said, " I have no idea why this slide was put here. ." So use index cards, outlines, scripts, or whatever to keep the clinic going smoothly. And practice the clinic at home as many times as it takes to get familiar with it.

BE WILLING TO ADAPT - As you may know, at the LSR, clinics are given a couple of times. We did a clinic one night, and

Continued on next page

changed the program the second time. The reason? Al Boos showed us a new technique on making signs. Then the next day we were making up mock ups to be used that night when we gave the clinic again. Adapting also means allowing the audience time to ask questions.

DON'T BE INTIMIDATED - You are the person the attendees came to learn from. Don't be intimidated by who is in the audience. At the 2004 LSR when Charlie Getz was giving a clinic he looked up and saw 5 MMR's in the audience. He made a big issue about having MMR's coming to watch a clinic. The truth is we all are there to learn something by attending clinics so don,t be afraid, just go on with your business. That same point was brought home when early on we looked out and saw Gil Freitag in the front row, hanging on every word. The reward came when we went to his open house and he pointed out a car he had built using one of the techniques we presented.

DON'T LET HECKLERS MESS YOU UP - We went to a NG Convention and we attended a clinic about D&RGW MOW equipment. There were several real experts, very knowledgable in the field, attending this clinic. Some even worked on the DRGW Narrow Gauge for 30 years and some had written books on the subject of the clinic. These "Icons" had him so thrown off rhythm that it was a poor clinic. Not because of his presentation but because these few in the audience kept correcting him. Here is also where adapting might have helped, to let the experts give the clinic based on his slides.

DON'T GET UPSET WHEN THINGS GO WRONG - During one of the clinics we were giving in Houston 2004, Terry was doing a demonstration. He was applying baking powder to add mortar to a brick side. The baking powder was not sticking to the plastic wall and no matter what he did, it was not working. He looked at me then at the wall, and he was very puzzled. He finally put on his glasses and noticed he was applying the powder to the smooth side of the wall, not the brick side. Terry made a big joke about it and we all had a good laugh.

TRY NOT TO BE NERVOUS - Clinic attendees are like wolves and mad dogs, they can smell fear. Being nervous in front of an audience is a natural reaction for most people. It might not look like we are nervous but we do get nervous before going on, especially Tracy. He is a basket case thirty minutes before he starts. But after the first minute he settles down and by the time it is over you can't tell he was even nervous. We have talked to a couple of clinicians that use the Jose Cuervo pre-clinic ritual technique. Two shots and everything is fine. Whatever works I guess. For us Diet Coke and a handful of cookies work wonders.

USE THE "BUDDY SYSTEM" - To put it another way, there is safety in numbers. This is the best advice for us to give, but it isn't easy to get someone else to partner with in a clinic. Terry and I were lucky. We had each other to get us through the first few clinics we did. Now that we have done several together, and got the kinks out of what it entails, it is easy for us to go solo. Although Tracy still prefers to team up with someone, whether it be Chuck or Terry. In case you haven't figured it out, he is the nervous one.

BE COMFORTABLE WITH THE TOPIC - There has to be some facet of the hobby that you fancy yourself as someone that knows more than the average chap. Even if it is the same topic that you have seen a hundred times in print or in a clinic, give it a try. You will have a different perspective and presentation than those before you.

Shows and conventions are always in need of someone new to give clinics. It is too late to volunteer for this year's LSR, but begin thinking about it now for next year. Usually the LSR's have their clinicians and a rough idea of the clinics decided six months or more ahead of the convention date.

With these suggestions, we hope you will give presenting a clinic a try. Giving clinics has become one of the most gratifying things about the hobby for us. So the next time a local show or club needs a clinic, Volunteer!

Youth Membership Program Update

By Tom Browning

In June of 2005 the Youth Membership Program was restarted. After a bit of going around in circles forward progress finally began. We now have the following young members on board.

Division 1 – Stephen Greif was nominated and approved by the BOD about a month ago. Stephen and his father are active members of the LMRA in Ft. Worth. Stephen is interested in model railroading as well as prototype railroading.

Division 2 – Evan Roider was nominated and approved by the BOD about a month ago also. Evan's interests outside of model railroading are computers and music. He and his family are active in the United Methodist Church in Baton Rouge. Evan runs trains on his grandfather's three-rail home layout and the club's three-rail layout. Evan also sets up and operates his club's garden railroad.

Division 3 – Adam Wynne was nominated and approved at the January mid-year BOD meeting. Adam and his father attend train shows and the monthly division meetings. Last year he got started in model railroading when he received an HO train set. As a Cub Scout Adam earned his Railroad Safety Patch and now that he is a Boy Scout is pursuing the Railroad Merit Badge.

Division 6 – Joe Mackin was also nominated and approved at the January mid-year BOD meeting. Joe, now 14, and his father are members of SAMRA in San Antonio since he was 10 years old. Joe has constructed (carpentry, soldering, teamwork and planning) two modules for the club. Joe has also participated in train show exhibits and jamborees in San Antonio. Joe is also a Boy Scout and has earned Merit badges in woodworking, electronics, electricity and railroading.

Division 7 – Kevin Grisham was nominated and approved by the BOD about a month ago. Kevin, his mother and grandmother are active in the North East Texas Model Railroad Club in Longview, Texas. Kevin has designed and built his own HO layout that very uniquely fits into his bed frame (and he sleeps on a day bed now!). He planned and executed a successful Amtrak train trip to the Dallas area for his sister's soccer tournament.

Division 8 – Andrei Loghin was nominated and approved at the January mid-year BOD meeting. Andrei at 11 year old is already an accomplished kit builder and has one of his structures on display at Pap Ben's Hobby Shop in Houston. Andrei is assembling laser cut structures to go on his second layout.

I would like to thank the division directors for making this possible. I am very proud of our young members and the accomplishment they have already made. These young people represent the future of our hobby and our organization. When you come in contact with them share your knowledge with them and always be prepared to be their mentor. I encourage everyone to bring a young member into the NMRA.

Tracks to the Alamo, be there!

By Gary E. Maitland

Whether your passion is model railroading, the study of railroad history, or prototype railfanning, you'll get a sampling of it all at this year's Lone Star Region convention June 1-4 in San Antonio. Members of the planning committee have worked to ensure this year's convention has broad-based appeal by featuring layouts, clinics and operating sessions in a variety of scales (N, HO, S, O and G), gauges (N, HO, HOn3, Sn3, On3 and G), eras (steam, steam to diesel transition and modern) and prototypes.

Climb aboard as we review some of the highlights of "Tracks to the Alamo" …

It's a hands-on convention

From the early stages, we planned a convention that would feature a number of hands-on opportunities for LSR members. Our emphasis has been "involvement" – giving modelers and railfans chances to learn by participation.

Hands-on clinics are not new to LSR conventions. But we took the concept one step farther with our signature event — a three-day "Make and Take" clinic featuring well-known modeler Mic Greenberg. We're limiting the $35 Extra Fare clinic to 20 participants. For three hours a day, Thursday through Saturday, these diehard modelers will construct an O-scale 5-post shed and learn weathering techniques that Greenberg has honed over decades of modeling – things like distressing wood, sanding joints for flush finishes and making realistic tarpapers. All the wood for the clinic has been provided free of charge by Mt. Albert Lumber, each participant receives a copy of Greenberg's "Three-Evening Project" Tipsheet, Vol. 2, No. 2, which is a $12 value. It's a bit of a gamble, but if this clinic proves to be a success, it could set the standard for future LSR conventions.

We also tried to inject a bit of creativity into a new LSR project first introduced in 2005 at the Fort Worth convention.

Two years ago, the LSR Board of Directors decided to stop the LSR Memorial Cars program. Instead, the regions hosting future LSR conventions can pick one of the model railroads in their city or region to be honored with official convention decals. Our committee chose Charlie Spangler's DawCha Southern as the model railroad to be honored. The DawCha Southern decals feature an attractive horsehead logo and the railroad's nickname, "The Iron Horse Route." Clinics Chair Al Boos thought it would be a good idea to combine the LSR's new decal project with a hands-on clinic. Participants in the $15 Extra Fare clinic will get a sheet of DawCha Southern decals ($4 per sheet) and an Accurail 3-bay hopper. Best of all, they'll learn how to properly apply decals and they'll walk away from the clinic with one of just 32 commemorative cars – which should make these hoppers true collectors items.

And by popular demand, we've returned one more hands-on clinic. SAMRA's Harold Bryant will lead a clinic on proper soldering. This clinic was one of the most talked about offerings during the 2002 convention in San Antonio. The $20 Extra Fare clinic is limited to 25, but that's a bargain considering you walk out of the clinic room the owner of a new soldering iron complete with stand, solder and a heat-sink tool.

Layouts you have to see to believe

The San Antonio region may not have as many layouts as our sister regions in the Houston and Dallas-Fort Worth areas, but we think we have some truly remarkable layouts that have to be seen to believe. Tops on that list is the late Bob Clarke's legendary Ironhead Timber Company layout. If you have time to see only one layout this year, make sure you make that layout is the Ironhead Timber Company! Clarke's On3 model railroad empire is one of the best-known logging layouts in the U.S. It has been featured numerous times in the modeling press, most notably the "Narrow Gauge and Shortline Gazette" and "Model Railroader." The family has graciously allowed our committee to include the layout on this year's home layouts tour schedule – for one afternoon only. It will be open to convention attendees Friday, June 2, from 1 to 5 p.m. Don't miss this layout. It could well be the last time that LSR members ever get the chance to see this fabulous layout.

Another narrow gauge pike that should generate interest is Steve Amitrano's "Chili Line Railway Company." Amitrano's pike has also been featured in the modeling press. His rendition of the Denver & Rio Grande Western's famous "Chili Line" features great scenery and brass engines so realistically painted they are stunning.

If you are interested in operations, we've got two chances for you to be a crew member of operations sessions on national layouts. A short trip to Austin is planned Thursday night, June 1, where 13 lucky individuals will get to participate in operations sessions on David Barrow's Cat Mountain & Santa Fe and Chuck Ellis' Great Northwestern & Pacific.

Barrow's HO-scale CM&SF has been featured in "Model Railroader" for decades. His current Cat Mountain layout is housed in a 30-foot x 36-foot building and is based on the industrial switching area in Lubbock in 1978. Barrow will host eight (8) operators for a 3-hour session.

Ellis' HO-scale Great Northwestern and Pacific occupies 1,500 square feet and features a walkaround plan that moves from Duluth, Minn., to Seattle in the 1950s era. It even includes a small narrow-gauge line. The layout was most recently featured in Allen Keller Productions' "Great Model Railroads" video series – No. 52 in the series. Ellis will host five (5) LSR members for a three-hour operations session.

What could be better than being able to brag to your railroad buddies that you got to operate on the Cat Mountain & Santa Fe or the Great Northwestern & Pacific? How do you top that?

Don't wait to sign up for these operations sessions!

Who said there's no N-scale?

We often hear concerns expressed about the lack of N-scale opportunities at some conventions. But "Tracks to the Alamo" includes two fabulous N-scale layouts.

In the Winter Edition of "The Marker Lamp," we incorrectly listed Flash Blackman's San Antonio & Pacific as HO scale. But it's a great N-scale layout that features 1,200 feet of track and has 226 turnouts. The SA&P represents the Southern Pacific in San Antonio around 1970-85. It's a large

Continued on page 9

South Texas Division and San Antonio Model Railroad Association

present

"TRACKS TO THE ALAMO"

Lone Star Region convention

June 1-4, 2006

EARLY REGISTRATION ENDS APRIL 14, 2006

Be sure to purchase an official convention patch!

Name:

Address:

City: State: Zip:

E-mail: Telephone:

NMRA #: Expiration Date:

LSR #: Expiration Date:

Name on ID Badge (print clearly):

Spouse/Other attendees:

How to make your Hotel Room Reservations

DoubleTree Hotel

37 Northeast Loop 410 at McCullough exit
San Antonio, Texas 78216
(210) 366-2424, or 1-800-222-TREE

Room rates:
$99
Reservations must be made
by **May 12, 2006**

Take a virtual tour of the DoubleTree Hotel,
make reservations online, get maps and directions at
www.sanantonioairport.doubletree.com

Downtown San Antonio
is a short 20-minute
drive from the hotel.

All conventioneers are responsible for making their own reservations at the hotel. To get the special convention rate, please indicate that you will be attending the NMRA CONVENTION. The room rate is $99 per night single; $109 per night double. If you do not make your reservations by the May 12 cutoff, you will be charged a higher rate.

REGULAR REGISTRATION INCLUDES

Admission to more than 20 clinics, many of which will be presented by Master Model Railroaders.
Access to contest room, where you can view and photograph some of the best model building in the LSR.
Access to the silent auction room and the chance to bid on a variety of model railroading items.
Admission to the Saturday night banquet featuring guest speaker Andy Sperandeo of *Model Railroader*.
Admission to the Sunday breakfast and annual Lone Star Region business meeting.
The chance to see some of San Antonio's best home layouts.

Lone Star Region convention Fee Schedule

Please complete the following form:

REGULAR REGISTRATION	**COST**		**QTY.**	**TOTAL**
Postmarked **before** 4/14/2006	**$69**	x	_____	$ _____
Postmarked **after** 4/14/2006	**$79**	x	_____	$ _____
SPOUSE REGISTRATION	**COST**		**QTY.**	**TOTAL**
Postmarked **before** 4/14/2006	**$69**	x	_____	$ _____
Postmarked **after** 4/14/2006	**$79**	x	_____	$ _____
OTHER FAMILY MEMBERS	**COST**		**QTY.**	**TOTAL**
Minors (6 to 16; does not include meals)	**$15**	x	_____	$ _____
Children under 6 (does not include meals)	**FREE**	x	_____	
OPTIONS	**COST**		**QTY.**	**TOTAL**
Saturday only (does not include banquet)	**$25**	x	_____	$ _____
Banquet only	**$30**	x	_____	$ _____
Banquet and Breakfast	**$45**	x	_____	$ _____
EXTRA FARE	**COST**		**QTY.**	**TOTAL**
Mic Greenberg "Make and Take" clinic	**$35**	x	_____	$ _____
Decaling Clinic (cost includes a 3-bay Accurail hopper and DawCha Southern decals; **limit 32**)	**$15**	x	_____	$ _____
Soldering Clinic (cost includes soldering iron, stand, solder, heat-sinking tool; **limit 25**)	**$20**	x	_____	$ _____
NOTE: Choose just one operations session per day)				
Operations 1 (Thursday -- Austin; deposit)	**$10**	x	_____	$ _____
Specify David Barrow (limit of 5) or Chuck Ellis (limit of 5)				
Operations 2 (Thursday -- Local)	**$10**	x	_____	$ _____
Operations 3 (Friday -- Local)	**$10**	x	_____	$ _____
Check Web site for list of local layouts open for operations.				
Deposit is refunded after operating session is completed.				
Prototype Tour #1 (Trans Texas Rail Shop)	**$15**	x	_____	$ _____
Prototype Tour #2 (Capitol Cement)	**$15**	x	_____	$ _____
Make a Corsage (Non-Rail clinic)	**$5**	x	_____	$ _____
Official Convention Patch	**$5**	x	_____	$ _____
Official Convention Decals (per sheet)	**$4**	x	_____	$ _____

There will be an additional charge of $51 for non-NMRA members, and surcharge of **$25** (primary registrant only) for those not staying at their own home or the convention hotel.

Make checks payable to Lone Star Region **TOTAL** $ _____

MAIL Registration forms to:

Don Scott, Registrar
22016 Senna Hills Drive
Garden Ridge, Texas 78266

For information or questions, email **Don Scott at katydon@satx.rr.com**

industrial switching layout that includes staging yards. There are about 350 cars on the layout and 275 cars are moved each operating session. Blackman uses a DC, cab control power system with Aristo-Craft throttles. He uses the "Ship It!" computer program to generate switch lists. Blackman will host two operations sessions on the SA&P – Thursday, June 1, and Friday, June 2, both from 7 to 10 p.m.

The other N-scale layout is Lee Cook's 18-foot x 24-foot Santa Fe and San Antonio Railway. Cook's layout is built in modular sections that are compatible with N-Trak. The SFSA is a fictitious feeder line that covers a geographic area similar to that of the former Texas & Pacific. Cook has indicated he'll be running modern-era equipment during the LSR convention, with trains winding their way through stretches of the Piney Woods in East Texas, the buttes of the Big Bend and the rocky, arid mountains of New Mexico.

So sign up N-scalers!

History worth repeating

LSR members whose intrigue lies more in the prototype realm will especially enjoy the two planned prototype tours and the clinics of two authors.

Both of our tours involve San Antonio companies that maintain ties with the railroad industry.

On Friday, June 2, a tour of the Capitol Cement plant will be conducted. This is an old chemical plant that has been refitted for cement operation and still relies heavily on rail support. You'll spend about two hours at the plant. Cameras are welcome, but be sure to wear appropriate shoes – no flip flops or open toe or side shoes allowed.

Then on Saturday, June 3, we'll bus 29 participants to Harold Schroeder's Trans Texas Rail Shop. Schroeder contracts with Amtrak and most of today's major railroads to rebuild engines and recondition heavyweight and lightweight passenger cars. The shop, which is located in the old Southern Pacific engine terminal facility, has an operating turntable.

On both days, the tour bus departs the hotel at 12:30 p.m. and will return by 4 p.m. Cost of these Extra Fare tours is $15 each.

And if you love the study of railroad history, don't miss the clinics being given by authors Ray George and Hugh Hemphill.

George has authored two books – "Katy Power" with Joe Collias in 1986, and "Missouri-Kansas-Texas Lines – In Color" in 1992. He will use a slide show to help detail the Katy's operations in San Antonio and South Texas.

Hemphill's clinic is also tied to San Antonio, albeit from an earlier timespan. The author of a new book entitled "The Railroads of San Antonio and South Central Texas," Hemphill will draw from his historical research to present a session on the colorful railroads that served the Alamo City during the railroad construction era (1877 to 1914).

Grab a front-row seat for both of these.

Nailing down the myriad of details for a Lone Star Region convention requires a boxcar load of effort by a lot of people. Invariably, as you inch closer to convention day, changes occur – both new additions and deletions of previously planned items. Here's an update of things that have changed since the publication of information about the 2006 convention in the Winter edition of "The Marker Lamp":

Additions to the lineup:

Steven Barkley will present a clinic on digital command control. Steve presented a "DCC for Dummies" clinic at the 2004 convention in Houston. That clinic built upon his 4-page article in the September 2003 issue of "Modeler Railroader" titled "Turning a layout hi-tech one plug-and-play component at a time." Barkley tells us he will have another article published, probably in early 2007, on DCC signaling. Even if you have little or no hi-tech skills, this clinic can show you how to incorporate DCC into your model railroad empire.

When Bob Mitchell visited John Allen's "Gorre and Daphetid" in 1970, he was amazed to find out that Allen used more than 30 mirrors on the layout. Mitchell has been an advocate of using mirrors for modeling purposes ever since. He'll use his clinic to share experiences and demonstrate some of Allen's favorite tricks on visitors. As a bonus, he'll tell participants why he thinks tin foil is the forgotten modeling medium.

Al Boos has one of the most recognizable names in the Lone Star Region. He owns and operates a model railroading industry called Cibolo Crossing. He's given dozens of clinics at LSR conventions, and he's chaired more than a handful of those clinics in years past. As Achievement Program Chair for the region, he's helped a lot of LSR members work towards their Master Model Railroader certificates. But how many of you have seen his modeling handiwork? You'll get the chance Sunday, June 4, from 1 to 4 p.m. when Boos hosts a home layout tour of his Cibolo Creek Western. The 19 ½-foot x 11-foot layout features both HO and HOn3 handlaid track and scratchbuilt switches. Scenery is 45 percent complete and DCC should be installed by the time the convention begins.

Some two dozen model railroad industry manufacturers and individuals have donated more than 120 items for door prizes or raffles. The list of items includes DVDs by Pentrex Inc., signed prints by nationally known railroad artist John Winfield, videos by Ron's Books, a book on passenger trains by TLC Publishing, rolling stock from Accurail, Weaver Models, Intermountain Railway, Red Caboose and Micro Trains Line, and assorted modeling supplies from Tomar Industries, Xuron, Micro Engineering, Northeastern Scale Lumber, N-scale Architect, Loy's Toys, Blair Line, Cibolo Crossing, Walthers, Aztec, Evan Designs, Chooch Enterprises and a 1-year subscription to "Model Railroader" magazine by Kalmbach.

Well-known Sn3 modeler Kenneth Ehlers has agreed to do a clinic, but has not decided upon a topic.

The San Antonio chapter of the Red Hat Society will entertain Non-Rail attendees at the Red Hat Society's luncheon Saturday, June 3, at 1 p.m. Extra Fare cost of the luncheon is $15. Any Non-Rail attendees who would like to attend this special luncheon can contact Non-Rail Chair Barbara Dickmann by e-mail at mdickmann@hotmail.com, or you can go to the convention Web site at www.samrarail.org/LSR.

Changes to planned events:

Tom Palmer will help Mike Spoor give a clinic on building a fleet of Pacific Fruit Express reefers for your model railroad.

MMR John Lowrance and Orphie Neathery will combine talents to present a clinic on casting rockwork. The clinic plans to provide the serious scenery modeler with enough geology to plan strata and pick correct molds. Rock-casting techniques

will be explored and discussed, including wet and dry applications, carving and coloring. You'll be able to see Lowrance's and Neathery's handiwork first-hand when you visit the host SAMRA's San Antonio & Northern club layout.

We're sorry to report that Dick Schaefer's layout will not be on the home layout tour as originally reported. Schaefer's brother in Florida is in failing health and he has decided to go to Florida to spend time with family. His 18-foot x 29-foot layout features the HO-scale Maple Valley & Western and the HOn3 Rock Creek Southern.

Paul Richardson, a fixture at LSR conventions, will not be able to attend the 2006 convention. It will be the first convention he has missed since 2001. However, son Duane will present the "Details Make the Difference" clinic that he and his Dad were originally scheduled to give.

If you've ever wanted to operate on a G-scale layout, now's your chance. Operations Chair Paul Steves reports that Jon Lindgren has agreed to host operations session on his outdoor G-scale railroad, Los Gatos Locos Railway and La Cueva & Eldorado Railroad. Lindgren will host six (6) participants – 3 operators and 3 helpers, with those individuals switching duties midway through the operations session.

The 2006 Lone Star Region convention June 1-4 in San Antonio is just weeks away, so now's the time to finalize your plans to make "Tracks to the Alamo" and enjoy four days of great railroading experiences.

If you haven't finalized those plans to attend, don't worry. There's still time to do so. You can download the registration form at www.samrarail.org/LSR. Just click on the "Registration" button on the front page, fill out the form and drop it in the mail.

To be safe, we'd suggest getting those forms mailed no later than Friday, May 26, to ensure they arrive before the convention begins. But remember: You can register upon your arrival at the convention hotel and it won't cost you anything additional.

If you have registration questions, contact Registrar Don Scott at katydon@satx.rr.com. The registration cost is $79, and that includes admission to more than 20 clinics, many of which will be presented by Master Model Railroaders; access to the contest room, where you can view and photograph some of the best modeling in the LSR; access to the silent auction room and the chance to bid on a variety of model railroading items; admission to Saturday night's banquet, featuring guest speaker Andy Sperandeo, executive editor of "Model Railroader"; admission to the Sunday breakfast and annual Lone Star Region business meeting; and the chance to see some of San Antonio's best home layouts.

And while you can register right up until the convention itself, we encourage you not to wait to make your hotel registrations. This year's convention will be held at the DoubleTree Hotel, 37 Northeast Loop 410 at McCullough exit.

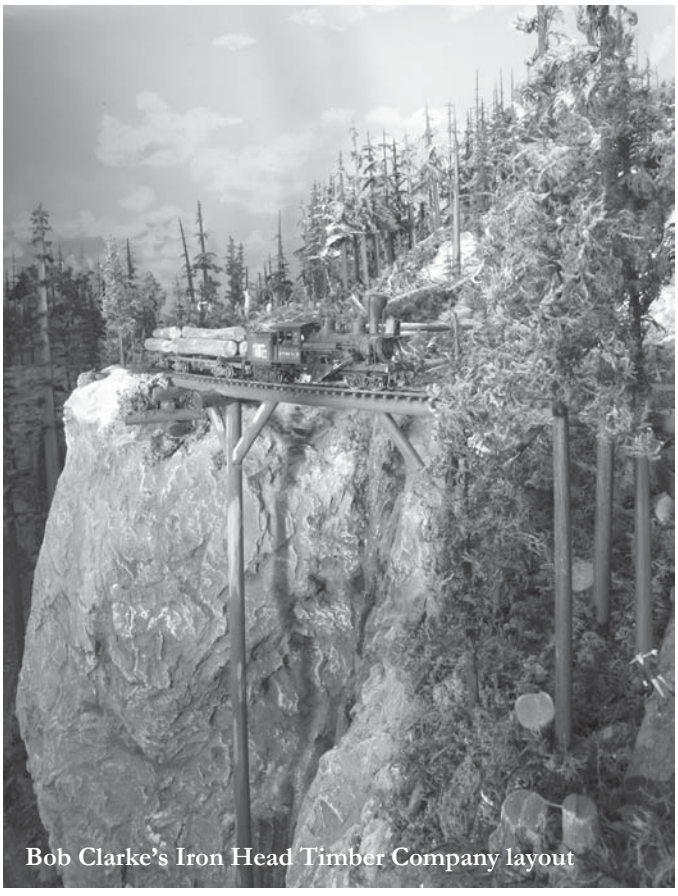
The convention rate is $99 per night if reservations are made on or before May 12. After that date, the hotel will take all unused rooms from the LSR convention block and return them to the general pool of available rooms – at a much higher per night charge. Registering after May 12 could cost you $20 or more per night. So don't wait to make those hotel reservations, even if you send in your convention registration forms after May 12. To reserve your hotel room, call (210) 366-2424, or 1-800-222-TREE, and tell them you would like to register for the NMRA Lone Star Region convention.

Members of the host San Antonio Model Railroad Association hope to see you June 1-4 in the Alamo City.

You can get more information on these items and all other planned activities for the "Make Tracks to the Alamo" convention in San Antonio at the official convention Web site at www.samrarail.org/LSR.

Charles Spangler's DAW CHA SOUTHERN HO scale

For 2006 the LSR is honoring Charles Spangler and his Daw Cha Southern Railroad. A special run of decals for the Daw Cha Southern is being produced in both HO and N scales, and will be available for $3 per sheet.



Bob Clarke's Iron Head Timber Company layout

For the Narrow Minded…

By Duane Richardson

Cheers and band music met the trains as they rolled into Mears, CO and Sand City, NM on the new track laid by the P&DR's track gang. One of the P&DR K-27s and RGS Galloping Goose #5 rolled into town on a bright sunny morning (it's always bright and sunny in my train room). All that to say that the staging yards are in place and they are connected to a return loop. We are almost ready to bring in the judging crew. It's been a long haul but I can see the finish line from here.

As I sat in the train room looking over that evening's work I got to thinking about why I got into this hobby and why narrow gauge. The list of reasons is a long and varying one. One of the reasons why I love modeling the narrow gauge is some of the unusual equipment that you find. Most railroads modified cars and pressed them into service for a large variety of tasks. The D&RGW took the ends out of High Side Gondolas to allow the car to carry long pipes for the oil fields in Farmington, NM. The D&RGW and the RGS modified the same type of gons and put them into passenger service. Examples of these cars are found to this day on passenger trains on the Durango & Silverton and the Cumbres & Toltec.

Many of the railroads built their own rolling stock to save money. Even bigger lines like the Denver & Rio Grande Western did this. Probably the most famous of these home grown creations are the Rio Grande Southern's Galloping Geese. With the demise of the RGS in 1951 it's amazing that all 6 of the Geese from the RGS survive to this day. In fact, all but one of them are operational. There is even a replica of Goose #1 operating as part of the Ridgway Railroad Museum in Ridgway, CO.

What might be considered a close second could be the D&RGW's glass dome observation car: The Silver Vista. The Silver Vista was the D&RGW's coach #313 and was built in the Burnham shops in 1947 by converting outfit car #0313. D&RGW AFE #T-1002 was dated 6-30-1947 and showed a total cost of $7534.07. She was built to roll on 4 wheel Pullman trucks. Her underframe was made of wood and steel, her reinforced sides and ends of steel held up a roof made of wood, steel and glass. The seating capacity was 36 and was 43 feet long over the end sills. With its smooth silver sides and glass roof, it offered a truly unique view of the Colorado scenery. The car had only canvas curtains instead of side windows. Even with the extra ventilation the car became known as the 'green house'.

The Silver Vista met an untimely end when it found itself parked next to the car shops in Alamosa, CO on September 30, 1953. That night the car shop was destroyed by fire. The fire was so bright that Otto Perry was able to film the blaze at night with his movie camera. It was so hot that it warped the sides and scorched the paint on several cars sitting next to the shops…including the Silver Vista.

Will the phoenix rise from the ashes? While the original car was scrapped following the fire, the Durango & Silverton will again host the Silver Vista. Work has begun on a replica of the car and they plan to have it in service for the 2006 season. Melcher Brothers Inc., the company doing the basic work, delivered the car to the D&S Car Shops at the middle of March for them to complete the project. The car is scheduled to roll out for a ceremony on May 5th and make its first trip to Silverton the following day.

Photo by Philip H. Walters

The new car will feature a few changes for comfort and safety while retaining its history as much as possible. A new type of glass will reflect the heat of the sun to keep the temperatures cooler inside the car. While identical seats to the original have been found the car will have 3 seats to a row instead of 4. This will limit the car to 28 instead of the original 36. It will also have doors at both ends instead of just the one. The plans are to feature a bar and limited dining. The re-creation of this narrow gauge gem is costing the Durango & Silverton railroad $250,000 to $300,000.

While original cost of a trip on the Silver Vista was $3.45 plus a $0.58 upgrade to a luxury car, the D&S is taking reservations now at $119 for its first class service on the new Silver Vista. (All passengers must be at least 16 years of age). The new Silver Vista will be the centerpiece of Railfest, the Narrow Gauge convention and this fall's Photographer's Special.

Over the years a few models of the Silver Vista have been released. All have been brass imports, are very expensive and can be hard to come by depending on the scale you model. A couple of people have scratchbuilt the Silver Vista and my father completed a version of the car called the Vista Verde. (Photos can be seen on our website at http://www.purgatoryanddevilriver.com/images/vista_verde.jpg

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

NEED ROLLING STOCK?

FREE DRAWING - 10 MEMORIAL CARS

Bring this or Copy to:

The Convention Registrar

"Tracks to the Alamo"

NAME:_____

One per Attending Member

Contest Categories

I am looking forward to an outstanding contest in San Antonio this June. To give you the time to build that special model or craft I am listing all the categories in the contest.

Model Contest

Steam Locomotives
Diesel Locomotives
Traction and Other Motive Power
Passenger Cars
Freight Cars
Maintenance of Way
Cabooses
Complete Trains
Off-Line Structure
On-Line Structure
Bridges & Trestles
Displays/Dioramas

Photos

Prototype Black & White
Prototype Color
Prototype 35mm Slide
Model Black & White
Model Color
Model 35mm Slide

Trains on Stamps

Passes

Arts & Craft

Arts & Craft General
Arts & Craft Theme – Missions

Special Awards Model

Participation Award
Best Kit-Built Model
Architectural Award
Tree Award
Bob Clarke Award
Linda S. Little Award
Most Popular Model
Novice Best of Show
Best of Show

Special Awards Arts & Craft

Most Popular Arts & Craft
Arts & Craft Best of Show

If you have questions on entering or the contest categories please contact me before the convention at 979-696-8862. Thanks Chuck Lind

Minutes - Lone Star Region Board Meeting
San Antonio - January 21, 2006

Meeting was called to order by President Jerry Schoenberg at 9:00 AM.

ROLL CALL

The following officers and directors were absent.
V.P. Bill McPherson – ill, assigned proxy to Elbert Smith
Div 1 Director Chris Atkins
Div. 2 Director Jack Green
Div. 3 Director Duane Richardson – assigned proxy to Tom Browning
Director at Large Loren Neufeld – assigned proxy to Chuck Lind
The following Committee Chairs were absent.
Dispatcher Eunice Linda – ill
Education Chair John Hawkins
Membership Chair Charlie Kirk
Non-Rail Chair Virginia Freitag
Photography Chair Doug Andreasen

MINUTES OF PREVIOUS MEETING

Moved by Jim Long, seconded by Chuck Lind and passed by the Board that the minutes of the June 5, 2005 Board meeting be accepted as published in the summer 2005 issue of The Marker Lamp.

REPORTS

President Jerry Schoenberg submitted a written report listing his suggested LSR objectives. His report highlighted: communication with the members; Junior/Youth related activities; and a proposed addition to the LSR By Laws. These items were considered under New Business.

Sec./Treas. Elbert Smith's report included data on the LSR financial condition, membership by Division, and trends in membership and dues income. All indicators are steady.

Achievement Chair Al Boos submitted a report. He said that the LSR processed eight certificate awards including a new Master Model Railroader, Frederick Bock, MMR #361. He asked Board members to encourage LSR members to apply for the Golden Spike Award.

Contest Chair Chuck Lind's report listed efforts to publicize the NMRA judging points system and judging criteria. It also noted a request to add a special award to the contest. This was considered under New Business.

Convention Chair Bill McPherson's written report noted highlights of the 2005 convention and planning for the 2006 and 2007 conventions. Conventions will be in the Gulf Coast area in 2008 and in the Dallas/Ft Worth area in 2009.

Dispatcher Chair Eunice Linda's report indicated that 46 HO-scale and 29 N-scale cars were sold in the previous eight months. During this time, 44 decals have been sold.

Historian Jim Long noted that the MMR plaque will be updated with the names of all new Master Model Railroaders.

Nominations Chair Gary McMills report said that directors of Divisions 2, 4, 6 and 8, and the three at-large directors will be elected this year. Incumbents have been contacted and other nominations have been received. Nominations will close on March 1, 2006.

Publications Chair Chuck Lind noted that Marker Lamp submissions are more easily handled and less prone to error if they are sent in Word or in Word Perfect format rather than in E-mail text. Chuck is pleased with the print quality of The Marker Lamp overall.

Youth Chair Tom Browning's comprehensive report detailed his activities. Five divisions have participated in nominating young people for Youth Membership. With the guidance of John Stevens, the National Boy Scouts Coordinator, Tom prepared kits for every Division Director. These kits can assist Directors to initiate Boy Scout Merit Badge Programs in model railroading. His report highlighted a scholarship established by member Bob Brendle. This scholarship pays the expenses for a youth and his parent to attend the Friday and Saturday events of the LSR annual convention.

Division 2 Director Jack Green's written report described the devastation that hit their area last August and September. Although none of the club layouts were lost, many LSR members lost their homes, businesses, hobby materials and family memorabilia. He reported that the Crescent City Club still conducted their annual Christmas show, that the Louisiana Rail run will be held this spring and that other hobby-related activities continue.

Division 3 Director Duane Richardson sent a report describing the division's monthly meetings and preparations for the annual Division 3 Mini-Meet in April. The report suggested that community libraries often have meeting rooms available to local residents for purposes such as division meetings.

Division 4 Director Bob Alston's report noted the preparations for the 2007 LSR convention in Round Rock. Events include expanded activities for Non-Rail attendees, a possible charter train trip and a railroading writer as the special convention speaker.

Division 5 Director Dave Lambert's report updated Division activities. The Lubbock Club exchanged RR gifts at their December meeting. An occupancy permit was received for the Amarillo Club's museum building and layout construction is being done. The Madam Queen locomotive (ATSF #500) was moved to a new home at the Amarillo Civic Center. The San Angelo Club is active with many projects.

Division 6 Convention Chair Gary Maitland gave a report on the preparations for the 2006 LSR convention. There has been a strong effort to hold registration costs down. Material was sent to Scale Rails for publication there.

Division 7 Director Don Kimmel's report will be in the next Marker Lamp. They have added some new members and they held an operations workshop at Shriners Hospital.

Division 8 Director Jim Long's report noted that Bob Leeper had assumed the Presidency of the local club and that the newsletter, The Waybill, will be sent to the entire membership in January.

OLD BUSINESS

Results of the 2005 Convention were outlined in a report distributed by Bob Bray. There were 205 convention attendees, 35 of these being non-rail. Attendance in rail-related tours and operating sessions totaled 213. The non-rail tour had 21 attendees. The complete convention report will be available soon.

"Breakfast Rebate" - Discussion took place on the accounting of the "breakfast rebate". In 2001, the convention hotel discounted the Sunday breakfast meal to the LSR. This was because the hotel booked space that was supposed to remain empty during the LSR banquet. This deposit to the Convention Fund was given the category "breakfast rebate". Since then, money designated in this account category has been extended to LSR convention committees to use in their cost calculations in an effort to lower each convention's registration cost. Although the calculated registration costs have been lowered by this "breakfast rebate" money, the financial results of each convention have been such that the money was not actually needed. Jerry Schoenberg suggested that the Board take action to end this ongoing accounting category.

Motion by Jim Packer, seconded by Chuck Lind, that the Convention Fund "breakfast rebate" category be eliminated. The motion passed with one nay vote.

Purchase of digital projector equipment for use at LSR clinics had been proposed and discussed at the June 2005 Board meeting. For this Board meeting, Convention Chair Bill McPherson prepared and sent a comprehensive report that detailed his research into the subject. The 6-1/2 page report included details on: display engine types LCD and DPL; considerations of purchasing versus renting equipment; the need for projection screens; and extensive comments and considerations. The report included a comparison of 20 different brands and models of projectors. The Board discussed the issue at some length.

Motion by Chuck Lind, seconded by Don Kimmell, that the LSR purchase a digital projector in time to be used at the 2006 LSR convention. The projector shall be purchased by Chuck Lind with approval of the selection by President Jerry Schoenberg. The Convention Chair shall be responsible for storage and transportation of the projector.

Motion by Bill Dryden, seconded, and passed by the Board that the motion be amended to include the purchase of a screen.

Amended motion to purchase a digital projector and a screen was passed with two nay votes.

NEW BUSINESS

Financial Health of LSR – Reported by Elbert Smith, year-to-date receipts and disbursements are on track. NMRA membership indicators and the number of Marker lamp subscriptions since the changeover last September are steady. The latest membership statement from NMRA suggests that the new NMRA renewal form that distinguishes dues payments from subscription payments is in common use.

Contest Scoring Realignment – Jim Packer reported on his efforts to revise the factor point ranges for the various categories that are scored during NMRA model contests and how the factors are considered. He stated that 185 people have signed the petition to realign the scoring in the contests. He also said that at least 36 of the signatories are Master Model Railroaders.

Objectives – Jerry Schoenberg presented his suggestions for LSR objectives: Junior Membership and Youth Related Activities; NMRA/LSR Membership; convention attendance; membership communication; stable LSR growth; LSR volunteer recognition and motivation; and distribution of "old" Memorial cars.

Youth Program – Tom Browning further discussed his efforts in identifying young people to sponsor for NMRA Youth membership and said that information will be published in the next Marker Lamp. Discussing the kits that he brought to the meeting, Tom asked that, if the Division Directors cannot participate, that they pass the kits along to LSR members interested in the LSR youth program.

Motion by Tom Browning to accept three young people into the LSR Youth membership program. They are Joe Mackin, Adam Wynne and Andrei Loghin. The motion was seconded by Doyle Bond and passed.

Communication with Members –Jerry Schoenberg presented his concerns regarding member communications. Since implementation of the Long Range Plan last September, all NMRA members in a region's area are members of that region's organization with all the privileges of participation and voting. Not all current NMRA/LSR members subscribe to The Marker Lamp. Further, experiences in other regions suggest that the number of subscribers may decrease. Discussion began on how to communicate with all of our members. The following proposals were made.

1) Lower The Marker Lamp subscription cost to $4.00, eliminate a year's subscription cost to convention attendees, include tickets for drawings for free memorial cars and door prizes at the convention, and include a drawing for one free convention registration,

2) Eliminate the subscription cost and mail The Marker Lamp to all current NMRA members in the LSR area. Some regions do not charge for newsletters.

3) Besides publishing the Marker Lamp, send a four-page newsletter to all NMRA/LSR members three or four times a year. The newsletter would carry information on upcoming division events, the LSR convention and LSR elections.

Communication needs, various options and associated costs were discussed at length. It was felt that, by informing our newer LSR members about the LSR annual convention and other activities, overall participation will increase and that additional convention attendance will help to offset the additional communication costs.

Motion by Don Kimmell, seconded by Jim Long that, beginning with the spring 2006 (May) issue, The Marker Lamp shall be mailed to all NMRA/LSR members at no charge for the following 24 months

and that this decision be revisited at the January 2008 Board meeting. The motion passed.

There was discussion about the possible reaction to this decision by paid-up subscribers to The Marker lamp.

Motion by Jim Long, seconded and passed by the Board that subscribers who initiate a refund request, shall be granted a refund of their remaining subscription.

Motion by Doyle Bond, seconded by Chuck Lind, that The Marker Lamp include a raffle coupon, with the raffle winner to be chosen from convention attendees, and the winner to receive 10 Memorial cars at the convention. Motion was passed with one dissenting vote.

Discussion of 2007 Convention – Bob Alston discussed preparations for this event to be held in Round Rock, TX. Operating sessions will start on Wednesday and the convention will continue until the following Sunday. The Convention decal will honor John and Eunice Linda's "Milwaukee & Southwestern".

Quorum Definition – Jerry Schoenberg noted that the LSR Constitution requires that a quorum of the Board of Directors be present to conduct business, but that the By Laws do not define what a quorum is.

Motion by Don Kimmell, seconded by Bob Bray and passed that the By Laws define the Board of Directors quorum as a simple majority of the current members of the Board of Directors.

By Laws Typographical Error and Addition of Youth Chair – Jerry Schoenberg noted that the By Laws, Article VI, describes the LSR Youth Membership Program, but there is no provision for a Chairman to administer this program. Jerry suggested a revision to the By Laws to correct a typographical error and to add a Youth Committee.

Motion by Jim Long, seconded by Doyle Bond and passed by the Board that the typographical error be corrected and that the Youth Committee be added to the By Laws as, "**Article IV – Committees.** 11 **Youth.** Duties of the committee include: (1) Acting as contact by the Division Directors for all youth-related model railroad activities. (2) Coordinate approved sponsorships for Junior Membership in the National Model Railroad Association and the Lone Star Region. (3) Coordinate candidates for the Junior Membership Program from each Division at the Annual Lone Star Region Board of Directors Meeting. (4) Gather ideas/programs to support the Youth membership effort and report on these at each Annual Board of Directors Meeting."

Addition of Narrow Gauge Contest Award – Chuck Lind was approached about adding a special award to the 2006 convention contests. It would recognize the highest-scoring Narrow Gauge model in the contest and it would be sponsored by individuals, not by the LSR or by a club.

Motion by Doyle Bond, seconded by Jim Packer and passed by the Board that no new individually sponsored awards be added to the LSR modeling contest at this time.

Submission of Chairman Reports – The Board discussed submitting Board member reports before the Board meetings. The Board's consensus was that Board members shall send their reports to the LSR Secretary by E-mail before the Board meetings and that he shall forward them to all Board members.

Adjournment – On a motion by Doyle Bond, seconded by Chuck Lind, the meeting was adjourned.

Submitted by Elbert Smith, Secretary.

CENTRA-MOD Model Train Show
September 16-17, 2006

The CENTRA-MOD train show will be held at the Frank Mayborn Convention Center, Temple Texas, in conjunction with the Texas Train Festival at the Santa Fe Depot, Temple Texas. Saturday 10am-5pm and Sunday 11am-5pm. Adults $5.00, 12 and under free with adult. Senior discount, Military with I.D. free. For more information contact Mike Cleveland, (254)587-3077 E-mail mcleveland@texasmeter.com

FROM THE PAST (Spring 1981)

by Jim Long, MMR LSR Historian

The LSR 30th Annual Convention was held in Dallas, Texas on June 26-28. Clinics were presented by John Armstrong, Russ Larson, Bruce Chubb, Gary Elden, Malcom Furlow, Andy Sperandeo, Steve King, Gordon Odegard and Roy King. The feature length movies Silver Streak and Emperor of the North were shown.

Ken Caulking wrote about how some model railroad names were chosen. Former LSR President Dave and Rosalin Milton names his the **Dunsmuir, Reno & Majave** using their initials, now if we could just get him to build a railroad. The Houston Society of Model Engineers has names its railroad the **Texas, Crawford & Prairie** after the three streets bordering Union Station where the club is located. Former *Marker Lamp* editor Jack Leming of Dallas named his railroad the **Cape Able & Port Entous** for Cape (having the ability or fitness to perform) and Portentous (wonderful or impressive). David Barrow lives at the end of the street on top of Cat Mountain in Austin and since he prefers to model the Santa Fe, he coined the now famous name of the **Cat Mountain & Santa Fe.** Former LSR President, Tom Zengerle, names his Hon3 pike the **Tequila, Tortilla & Tabasco RR** in San Antonio, with the nick name of **The Hot Line** some years ago when President Kennedy had the so-called hot line telephone to the Kremlin. Apparently world tensions lessened and Tom now calls it **The Chili Line**. And of course, Ken's own railroad in Houston is named the **Casey Lines,** which is a pun on Ken's initials K.C.

Marker Lamp in the Spring 1981 issue was only 7"x81/2" and contained only 8 pages.

Have You Registered Your Pike?

by Gerry Leone, MMR

The Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a $10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at http://www.nmra.org/pikereg.

Cowcatcher Division 1

by Chris Atkins

Immediately after I filed my last report in January, I was busy representing the division at the Plano train show. Much like the Ft. Worth show, the Plano show is organized by the North Texas Council of Railroad Clubs of which the Cowcatcher Division is a member. You might remember from last quarter's report that our commitment to the Council was a total of 15 hours for both shows. I did most of that before the show by making name badges for

Ft. Worth and Plano. I also had the job of carrying around the cell phone and answering questions for both shows. The division can use your help this November and January. Please let me know if you would like to be involved. Clinicians get free admittance to the shows.

Another big part of the division's effort is clinics. I mentioned last time the two clinics we put on in Ft. Worth. I couldn't find anyone in the division willing to present a clinic at Plano, so I prepared two clinics for the show. The first one was much like the one on the Camas Prairie that I presented in November. The other one was a completely new clinic on how to get started operating with RailOp.

For those of you who are not familiar with RailOp, it is computer software that generates car forwarding information for operating sessions. It takes the place of switch lists that some of you may be using. It is very popular in the DFW area partly because it was created by Phil Chamberlain of Dallas. However, it has developed a reputation for being very easy to set up and use. While no software is perfect, I believe RailOp has moved more people from running trains to operating than any other system.

I showed in my clinic that a small bedroom sized railroad can be set up in the software to operate in an evening. I demonstrated this using an Allan McClelland design for a bedroom sized V&O in an old Model Railroad Planning.

The plan had all the pieces needed for an operating pike in a 10' X 12' bedroom: staging, towns, a yard and industries. It even had an interchange. I provided color track plans for the attendees to follow along on. For a handout, I prepared a few pages of my thoughts while setting up the layout in RailOp.

I also showed the group how the program can be used in real time by the dispatcher like a magnet board. I used my club's, the Southside Railroad Modelers, somewhat large layout to demonstrate the dispatcher's panel. The process of setting up a virtual railroad in RailOp is the same as any layout owner of club would go through and hopefully my clinic provided some food for thought about getting their own layout set up to operate. It is worth noting that in the last year, the program was recently sold to Eric Doolittle of Baton Rouge, LA. I had a chance to visit with Eric when I attended the Louisiana Rail Run in April.

Five out of the six DFW area operators at the Louisiana Rail Run were from Division 1 including LST President Jerry Schoenberg, Jim Norwood, Olaf Melhouse, former division director Pearre Davenport and me. Also, Bill Childers from Plano joined us and 15 or so other operators mostly from Houston and Lake Charles, LA. Once again, hosts Jack Green and Jim Laughlin did an excellent job organizing this annual event. Four layouts in the Baton Rouge - New Orleans area opened their doors to the group as well as a special stop in Shreveport at Richard Kamm's Sue Line. The group from DFW traveled together which provided plenty of time to talk trains and tell stories. We also saw a big piece of the KCS.

Sadly, a great operating layout was lost last month in Ft. Worth. Norm Bruce is moving to Arkansas and had to tear down his Lampasas Subdivision of the Santa Fe's line between Brownwood and Temple. Some of you might have had a chance to see Norm's young railroad last summer at the LSR Convention in Ft. Worth. It was a very fine example of what you can do in a "Texas Basement." The good news is that his new home will have a true basement and the resurrected Lampasas Sub will really be something to see.

If you haven't been able to attend our quarterly meetings at the LMRA in Ft. Worth, you have missed several great presentations by your fellow model railroaders. Last quarter, about 20 cowcatcher division members braved an ice storm to see Cecil Lasiter gave a talk on tank cars. I gave a prize to everyone who brought a tank car model for show and tell. The turnout was pretty good and several members took home passes to the railroad museum in Greenville. I haven't quite finalized the plans for the next meeting, but it will be May 20th at 10:00 AM in room 1 of the LMRA Administration Building. I will send out postcards and emails reminding folks.

If you would like to spread the word about your home layout or club activities and progress, send me an email at chris@railroadmodelers.com.

Also, send me your ideas about future division activities.

Bayou Division 2

by Jack Green

April 15 is not a good day to turn in this article. Tax Day.

The Greater Baton Rouge Model Railroaders had their kick-off event in Jackson, Louisiana and I will let Bob Schilling recap the event. Bob is the Division Youth Coordinator and is pictured in the photo with Youth Member Evan Roider on the tender of the General Jackson on the opening day of the 2006 Season.

March 11, marked the first run of the 2006 season for the Old Hickory Railroad and the General Jackson Steam engine located in Jackson, Louisiana. The train runs every Saturday and Sunday at 3:00 P.M. weather permitting. The ride is about 45 minutes long. The train chugs along and winds around the scenic and historic Jackson area covering 6.2 miles. The season runs from March 11th through Thanksgiving weekend. The train can be charted for special events. For more details see the web site below and go to the Old Hickory Railroad. This year is also the third year that the Greater Baton Rouge Model Railroad Club has been located in Jackson adjacent to the train. The

model railroad club has several very nice layouts and counts 25 members split between all scales.

Before you enter the clubhouse, there is a Garden Railroad that can run on three separate loops. From to time the younger children might spot "Thomas the Tanker" running around one of the loops. In the building the following layouts cater to every model railroader's taste. The HO layout is 5x11. It is in a separate room. The 3 rail layout can run 5 or 6 trains at once. It has many operating features that attract lots of attention. The N Scale layout was originally constructed to NTrak specifications. Some club members run 70 or 80 car trains. There are always multiple trains running when club members are present.

The clubhouse is open every 2nd and 4th Saturday from 1 to 4 P.M. It isn't uncommon to find members running trains on other weekends or for special events. Something new is always being added. If the cross bucks are flashing by the clubhouse, someone is most likely inside running trains?

Please visit the club's web site for more information: www.dovetailstudio.com/trains Be sure to take the virtual tour!

Another Louisiana Rail Run has taken place on April 6-9. Many of the Texas operators came to the Bayou Division by way of Richard Kamm's SUE Lines in Shreveport. Richard is always an accommodating and gracious host and a group of 9 or so invaded his normal operating night of Thursday with enthusiasm and hunger for his large RailOP inspired system. Some of the DFW group detoured on their way to Baton Rouge on Friday night and were almost given up for MIA (Missing In Action). Seems that Jim Norwood wanted to look for some places that he had visited as a youth in Northern Louisiana and needed the help of his DFW friends and expert chauffer, Jerry Schoenberg. Somewhere out in the piney woods of that area is a rusted boxcar from 1952. Maybe next trip guys.

The operations went well on all layouts, notwithstanding the usual "guest gremlins" that lie in waiting until the worst possible time. Crescent City has plans under way to remove a large portion of mountain area that calls for trains to be hidden while we all grow beards and need a shave. Additional industry and switching areas will be added for operations that RailOP can take advantage of. The ultimate goal will be a switch to DCC, brand unknown. Jim Lofland had one of his friends from Boston down for the sessions and I believe he departed with a better understanding of the south and our layouts. We all have an invitation to Boston and their operations and I for one will take him up on that.

That pretty wells covers it, and now on to "The Alamo".

North East Texas Division 3

by Duane Richardson

It's that time of year again. The local train shows are over for another winter and the Division 3 Meet wrapped up on the 1st of April. We had a good turnout for a one day event. There were only 3 models in the contest but all were well built entries. We had 4 layouts in 3 stops on the layout tour (thanks again toJerry Hoverson, Marc LaChey and Lloyd Keyser). We had a couple of really nice clinics on making trees by Ned Spiller, MMR and Steam Generator Cars by Lloyd Keyser. We also had a question and answer session hosted by David Davis, Charlie Kirk and myself. We had door prizes donated by Discount Model Trains, Silver Spike Hobbies and 2 donated by Jack Leming. Dad and I also donated a Gorre & Daphited T-Shirt for the fastest time on the Time Saver.

I would like to thank everybody involved in making the Meet possible. Along with the help of those above I would also like to thank Jack Leming for helping us with the location, manning the door with his son and the door prizes. I also need to point out my right hand man, Tom Browning, without his help this wouldn't have been possible. We are already starting to gather ideas for next year so if you have something you would like to see let us know. It's your division and your show.

Now that the winter shows and the Division Meet have come and gone our sites turn to the LSR Annual Convention. I'm hoping to see all of you in San Antonio this June. The clinicians listed on the website already have me wondering how I'm going to be able to fit it all in. There is an impressive list of folks there ready to show you a large variety of things…and I'll be doing one too. The layout tours should be really good this year and it will be nice to see the progress that has been made since our last convention there. The contest room should hold some of the best work around and is a must stop for anybody at the convention. This is a really good place for ideas and inspiration for your own modeling. For me, it's a yearly reminder of the fine modeling talent in the region and who I use as a yardstick for measuring my own projects.

Back on the subject of your division…we are still holding our monthly meetings at the library. This is a great place to meet other modelers in the division, learn or teach new techniques and just hang out and talk trains. Our attendance has been down over the last few meetings but we have a core group of guys that have made these a real fun experience. We meet on the 3rd Saturday of each month in the library in downtown Garland. Come in the front doors and we are all the way back on the right. Not only is this a chance to talk trains and learn something but it's a chance to show off your work or ask questions about something might be holding you up. Remember, any clinics given or layouts made available for tours can count towards the AP as well (hint, hint, hint).

We will be coming up on the deadline for our Annual Modelers Challenge. The Square Foot Project deadline is the August meeting. Details are on the Division 3 webpage if needed or call me and I'll be happy to go over it with you. While this isn't a true modeling contest anything you bring can be judged for the AP if you wish. We have a large room open to us so let's fill it up!

As of few days ago, nobody has nominated anybody for the Youth Scholarship that Division 3 member Bob Brendal has generously offered. If you know anybody take a look at the scholarship details on the home page of the LSR website or contact me and I'll get you in touch with Bob.

Lastly, we are sending out at least 2 emails a month to all Division 3 members. If you haven't been getting these please send me an email at duane@purgatoryanddevilriver.com or Tom Browning at tom@texaszrails.com so I can update not only our records but the LSR's and the NMRA's as well.

Cen-Tex Division 4

by Bob Alson, Jr.

Its hard to believe that Spring is here. That unfortunately means that I will have to get out into the yard and the garden. The model railroading will likely suffer a bit too. I do have a few priorities and one of them is going to the upcoming Tracks to the Alamo LSR annual convention. If you don't get to this convention, you will miss a great time of fun and fellowship and learning to be a better modeler. Mark you calendars for June1-4 at the Airport Doubletree Hotel in San Antonio. You can go to the LSR website and get the registration forms. I'll be looking for you there.

Speaking of conventions- the Hill Country Special (aka the Round Rock convention) is moving along quite well. We are meeting every other month and have had several productive and fun meetings. I'm sure that you will have a fantastic time in 2007. If you are a Div. 4 member, and haven't committed to helping out then you are missing fun fellowship and generally a good time and an opportunity to serve the hobby as well as to earn significant points toward a certificate in the Achievement program. One of our always fun meetings was followed by an OPS session on committee member, Jack Merkels layout. E-mail me at drtrainrba@hughes.net for info on ways you can get involved.

Things are quiet on the show front in the division but the club I'm familiar with is getting work done on their Fort Worth, Temple and Gulf layout. Operations on the layout, appears to be in the works for the near future. Come over on the 1st or 3rd Saturday afternoon to the Moody/ Santa Fe depot complex in Temple and check us out some time.

Well, I need to get on to planning a convention or maybe work on putting in the Little River steel bridge on the layout. See you in June in San Antonio!!!

Division 5

by Dave Lamberts

The Lubbock Model Railroad Association (LMRA) recently elected a new board of directors. They are as follows:

President	Javier Rosales
Vice-President	Randal Bittick
Treasure	David Lamberts
Librarian	Terry Chancellor
Secretary	Jack Seay
At large	Curly Bunting
At large	Jack Price

Historically, the LMRA has set up displays of railroading at various venues around the community. This last spring break we set up our club pike at the Godeke Library and had an excellent response from the public. We have printed our own business cards and hand them out at the different venues. This has proved to be our best recruiting tool for new members.

From the Amarillo Club

The Amarillo Railroad Museum (ARM) received the occupancy permit on their new museum building back in July of 2005 and has continued to work on various projects in and around the building. The design for the ARM layout is not yet complete, but by the time the fall issue of *The Maker Lamp* reaches every body's mailbox, bench work for the layout should be under construction. The goal is to have part of the layout operational by the end of June 2006 prior to the Santa Fe Railway Historical & Modeling Society convention scheduled in July. The ARM has railroad track on the museum property and efforts are being made to display some prototypical railroad cars at the museum in addition to other displays and the model railroad layout. To stay current on events at the ARM, look at our web site at www.amarillorailmuseum.com.

News on the Madam Queen (ATSF 2-10-4 #500): The Madam Queen had been located in front of the old Santa Fe Depot since the Santa Fe Railway donated the locomotive to the City of Amarillo in the late 1950s. The railroad sold the depot and grounds around the depot several years ago, but the latest owner of the property wanted the engine moved off the property. A new nonprofit group, (the Railroad Artifact Preservation Society) formed with the mission to move the locomotive to a new home, and after several months of fund-raising, moving day finally was scheduled. The Madam Queen was moved on August 19 & 20. The engine was separated from its tender and they were moved independently by placing panels of track in front of the equipment, pulling tender and then the engine forward, and then removing the track from behind them in a leapfrog fashion. A lot of folks turned out to watch the move and several folks placed coins on the track to have them fattened by the wheels of the engine. The move was filmed by a crew from the History Channel associated with a new series, Mega-Movers. Look for this show sometime and see the effort involved in relocating this large steam engine. The Madam Queen is now located just to the north of the Amarillo Civic Center on the north edge of the downtown area.

Bob Roth

From the San Angelo Club

Here in San Angelo we have a small group of modelers of whom, I think, I am the only NMRA member. We do a lot for the Historic Santa Fe Depot in San Angelo. It houses an "N" scale layout of the Kansas City, Mexico, Oriental Railroad of the early 1900s. It is about 15 by 8 feet and represents the operations in the San Angelo area. We also have a freelanced "HO" scale layout modeled by Junior High School students and an "O" scale layout about 25 by 10 feet.

We are currently working on a new "HO" layout of the Barnhart to Copper Canyon section of the current Mexico Pacifico Railroad which has current operations in the San Angelo area. The layout is in the pink foam stage with some track laid and a lot of mountains. It is in a "U" configuration. It is a loop operation with some sidings and is 25 feet long and from four feet to two feet wide. The idea of the layout is to

show visitors to the museum model railroading and get them interested in the hobby and entertain them. We will run it in the 1970s. We hope to have it completed by Christmas or at least in runable condition. It is built for continuous operation during the hours of operation.

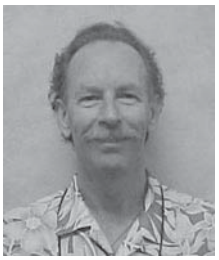
We just received a very large donation of rolling stock and dozens (over 50) of new never run, and undecorated engines from Charles Pfluger. His brother was an avid collector who lived in the Midland/Odessa area and when he passed away his brother Charles Pfluger, who lives in Eldorado, decided to donate it to the museum for the railroad club. Since most are undecorated, we will be doing a lot of painting.

We recently lost our last model railroad shop.

Division 6

by Doyle Bond, MMR

No Report Received



Division 7

by Don Kimmell

Greetings from North Louisiana, where Spring is in full bloom-at least my allergies say so!

We have had a very busy first quarter of the year. The JETTS' Longview show was a great success, good crowds, and the most number of vendors I have ever seen! And bargains galore! I did manage to move most of my HO stuff, but didn't find any replacements, yet!

The following weekend we, the Ark-La-Tex Bunch went over to Ft Worth to do a "Train Expo" show, and it was also a great one-over 7000 souls for the weekend, and a good selection of vendors, and yes, I did find a few things. Saw a number of the local Board members who all stopped to visit and shoot the breeze.

For the next couple of months things tend to slow down around here, I think it might be the HEAT!

A couple of upcoming dates that you need to put on your calendar—actually it will be in the fall, but it is never too early to check the dates—the last weekend in October the Tyler Chapter of the Cotton Belt Historical Society will be having a train show at the Tyler Civic Center—this is a oldie but goodie coming back after a few years off. Also, the first weekend in November, the T & P Station in Marshall will be having their 2nd Annual Train Show at the Marshall Civic Center, I attended last year, and while it was not a huge show it was a fun show.—So mark your calendar!!!

Last but not least, there is a good chance that the North Louisiana Train Show may be back; I don't have all the info yet, but stay tuned, it should also be sometime in November—busy fall!!!

The KCSHS crew has been working on more lighting for the Holiday Express layout—the Head Elf wants more (he always does!) so we are adding 50 or so more lights, not including some buildings, autos, people and pets—it sure is fun when you get to spend someone else's money—just tell him what you need, or think you do! We are also planning the 25th Convention here in June—In fact it is just a couple of weeks after our get-together down in that Alamo city, which by the way sounds like Gary and Doyle are going to put on quite a show, so be sure to attend!

That's it from the northeastern part of the region, I hope to see everyone in San Antonio.

Texas Gulf Division 8

by Jim Long, MMR

For any of you that are bothered by mice or cockroaches on your model railroad, this is your last chance to clip out my picture and place it in your model railroad room to repel critters (if Jack Leming reads this, it won't work on June Bugs).

I finally found another warm body to replace me as the Division 8 Director. I want to thank all the members of the division for electing me to this position over the years, I also want to thank all the LSR Board members for putting up with me all these years. I have served on the board under the following presidents: Dave Milton, Ben Pearlman, Ben Harris, Larry Redmond, Jim Packer, and Jerry Schoenberg.

Now for the actual non existing Division Report. We have not got the Division running on all cylinders yet. No events for the membership have been finalized at this time. I can only ask the membership to be patient with the board of foremen.

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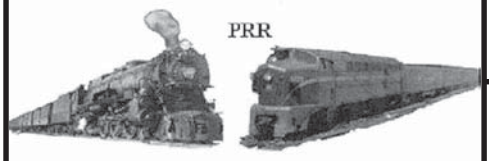
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